

World of Sport

WITH THE PUGS.

If battling Nelson fights anybody in England it will be Johnny Summers, who recently lost the featherweight championship to Spike Robson on a foul. Summers has a backer who wants to wager \$5,000 on the side, while the National Sporting Club stands ready to hang up a purse of the same amount, the weight to be fixed at 130 pounds.

Benny Yanger may be given a chance at Young Corbett if the Reno promoters refuse to postpone the match between Kid Herman and the

Denverite. Yanger has a knockout victory to his credit over Corbett and believes that he can repeat the trick.

HoneyMelody has a "sweet" and "harmonious" name.

Joe Walcott, one time holder of the welterweight championship until he met a certain Billy Melody, refuses to put his name on the waiting list of the Down and Out Club, and to show that he is still a factor in the ring, he is engaged to fight at Montreal on March 11.

Could it be possible poor business in the show line has anything to do with Jim Corbett's announcement he will back Mike Schreck against Jeffries?

SIGNING MORE NEW BALL TOSSERS FOR STATE LEAGUE

That the managers of the various clubs composing the Virginia State League are continually on the hustle for new men is evidenced by the regular report of Secretary Farrell just issued showing nine new men have either signed up or accepted the terms of the Virginia teams during the last two weeks.

Manager Shaffer, of the local aggregation, has been exceedingly fortunate in signing up his new material, as without an exception all of the men coming here have splendid records both in professional and semi-professional baseball. One of his latest acquisitions, George M. Snoke, comes to Richmond with seven years of experience to back him up. He is a left-hand batter, twenty-seven years old, five feet seven inches in height and weighs 150 pounds.

Snoke will doubtless be used as Richmond's utility man this year, if he makes good, as he has played both the in and outfield, having splendid records in both.

Another acquisition to the Richmond forces as reported by Secretary Farrell as having signed is A. B. Dil-

lon. Manager Shaffer has not as yet given out this player's past record.

Norfolk has landed three new men for their aggregation in Samuel P. Richardson, Roscoe Cummings and R. W. Flegel. Among the terms already accepted and in which the clubs will have thirty days to submit contracts for signature are Don Clayton with Roanoke, Bert Supplee, Charles Matthews and W. M. Newaur with Danville.

Harry Mace, the well known umpire, has again signed up with the South Atlantic League for next season. Mace is well known in Virginia, having served during the olden days when Jake Wells was doing the backstop stunts at the old ball park on West Main street in Richmond.

Had the weather permitted the extensive improvements were to commence on the Broad street grounds, Richmond, yesterday. As it is the work will have to be temporarily postponed. When it is started, though, it will be pushed rapidly, and everything will be in good shape in plenty of time for the preliminary games.

SOME OF THE LEADING FEATURES ON THE DIAMOND LAST SEASON

The National and American League baseball schedules are out. Both leagues will hold meetings in New York to ratify the dates, as already agreed on by the joint schedule committee, and transact such other business, largely of a routine nature, which may come up. With the season at hand it may be interesting to recall some of the incidents out of the ordinary last year and the records made, which it will be the aim of the various clubs and individual players to surpass this season.

Philadelphia and Boston, of the American League, played the longest game on record in the major league. The Athletics won, 4 to 1, in the twenty-fourth inning. This game was played September 1.

On May 21 "Rube" Waddell struck out thirteen Cleveland batters, the season record in the American League. Mathewson, of the Giants, duplicated this performance against Brooklyn late in the season.

There were three forfeited games in the two big leagues, Philadelphia and New York forfeited in the National and Philadelphia in the American.

It was a season of big crowds, the

world's series in Chicago breaking all records for receipts. Thousands were turned away from the gates at the last three games. Both New York teams drew to the capacity of the Chicago ball parks several times.

Chicago and Brooklyn played nine innings in just an even hour.

The Chicago Americans out of twenty-five mid-season games won twenty-three, lost one and played a 0-0 tie.

The Chicago Nationals won 116 games, breaking the former record of 106, made by the New York Nationals.

The Boston Americans lost twenty straight games and the Boston Nationals nineteen.

The New York Americans won fifteen straight games, including five double-headers.

Stone, of the St. Louis Americans, made a new record for base hits, with 207.

The Cleveland team went on record with 120 double plays.

Altizer, the Washington shoetop, made five runs in seven innings.

POCAHONTAS' FACE TO UGLY TO GO ON STAMPS

The Bureau of Engraving and Printing in Washington is preparing to print the new series of postage stamps to commemorate the three hundredth anniversary of the settlement at Jamestown, which is to be issued contemporaneously with the opening of the exposition on April 26th. The striking feature of these stamps will be a negative one—none of the stamps will portray either Capt. John Smith, whose life was saved by the Indian maiden, Pocahontas, or Pocahontas herself. Such a condition of affairs seems almost as incongruous to the half million stamp collectors in the United States as would the omission of Hamlet in the Shakespearean tragedy of that name to the theatergoer, and yet it is true.

When the Postoffice Department, after having previously turned down the Lewis and Clark people, who, in accordance with previous custom, asked for a special series of stamps for the Portland Exposition, yielded to strong pressure, and finally agreed that the Jamestown show should have special stamps, it was regarded as a foregone conclusion that either Pocahontas or Capt. Smith and probably both would be pictured on the stamps. The department officials charged with the issuance of stamps indicated to the public that sketches and ideas for the new stamps would be welcomed and given consideration.

As a result of this announcement the department received great numbers of suggestions and, as might be supposed, the great majority favored depicting Capt. John Smith and Pocahontas on the stamps. This was

in harmony with previous ideas of the officials of the Postoffice Department and confirmed them in their determination to picture the famous couple on these special stamps, and they at once set about securing suitable photographs for that purpose. After searching the entire country for likenesses of Pocahontas the officials were compelled absolutely to abandon the idea of portraying the Indian maiden upon a postage stamp that should circulate extensively among civilized people. Even the photograph of Pocahontas which appeared to present her at her best depicted a female so ugly that the stamp experts simply threw up their hands in despair and declared that "Pocahontas was impossible!"

Fairly good portraits of Capt. John Smith were found, but it was not deemed advisable to honor the gallant captain without showing equal courtesy to the dashing redskin in petticoats who had saved his life at a time when his life was very dear to him. Thus the hero of Jamestown suffers because of the lack of personal charms of his dusky savior.

After eliminating Capt. Smith and Pocahontas from the list of eligibles the department experts were completely at sea as to what to do. It was proposed by many that a picture of the first church erected in America at Jamestown should adorn one of the stamps. This church was, in fact, simply four long poles stuck in the ground, over which was spread a ship's sail as protection against sun and rain. The engravers of the Bureau of Engraving and Printing did

not seem to think that this subject could be worked up into a satisfactory design, and it, also, was abandoned.

It has, however, been decided that one of the stamps shall depict a water scene, a group of people standing by the sea, welcoming or bidding adieu to a fleet of vessels near shore. This design has been approved and the engravers are now at work making the plate. The design for the other stamp has not been selected.

The series—if indeed it can be termed a series—will consist of but two stamps of the denominations of 1 and 2 cents. A strong effort was made to increase this number for foreign postage, but the department adhered to its original purpose to restrict the issue to two denominations.

The Jamestown stamps will be the fifth commemorative series issued by this Government. First came the Columbian stamps in 1893, comprising 16 denominations from 1 cent to \$5, generally regarded as among the most beautiful stamps ever printed. The Omaha or Trans-Mississippi followed in 1898 with nine denominations from 1 cent to \$2. Next appeared the Buffalo or Pan-American series, famous because of their two colors and "errors" with the central picture upside down, a copy of the 2-cent of which sells for about \$2. This series was issued in 1901 and consisted only of the 1, 2, 3, 4, 5, 8 and 10 cent denominations. In 1904 the department issued the Louisiana Purchase or St. Louis stamps, still further reducing the number of denominations to five—the 1, 2, 3, 5 and 10 cents.

The department was strongly opposed to giving the Jamestown people more than a single stamp, the 2-cent denomination; but finally consented to include the 1-cent. With only two values, three stamps will be required to frank a letter to a foreign country and a parcel requiring 16 cents postage will need eight stamps.

The stamps for Jamestown will be about the size of the Pan-American; slightly smaller than the current stamps; longer horizontally than vertically, and will be printed in one color only—red for the 2-cent and green for the 1-cent. These stamps will be on sale during the life of the exposition only, but will be good for memorabilia stamps. They will be supplied to all postmasters making requisition for them, but it is understood the regular issue will be supplied unless the special stamps are asked for.

Several millions of collectors throughout the world are eagerly awaiting the appearance of the new stamps, and sufficient numbers will be sold to foreign collectors to pay the entire cost of making the designs and plates.

—Robert M. McWade, Washington correspondent of Woman's National Daily.

LARGEST RANCH IN WORLD.

One May Travel for Ten Hours by Rail Within Its Boundaries.

Take a Mexican Central train at El Paso, Tex., travel south into the land of manvava for ten hours, and if your engineer is following schedule time you will be traveling for the entire period through the ranch of one man. This king among ranch owners is General Luis Terrazas, former governor of the state of Chihuahua, and estimated to be the wealthiest citizen of the southern republic. Putting his ranch holdings at a very low estimate and reckoning his cattle and marketable property at average rate, his wealth totals more than \$200,000,000. For all that anyone knows, it may be actually double that figure.

The astute old general, who has proved himself one of the shrewdest business-men of Mexico, never talks of his riches and professes even to be unable to state what he is worth. Mexicans who are competent to state say that not even Pedro Alvarado, who offers to pay off the Mexican national debt with precious metal from his famous mines, is as wealthy as the former governor of the largest state of the republic.

How large the Terrazas ranch actually is it is impossible to say. Riding steadily on horseback from north to south, hardened vaqueros require three days to make the trip from one boundary line to the other. East and west the width varies considerably, running as high as 300 miles and at others narrowing down to little more than 100. The line of the Mexican Central runs through it for 270 miles, or in the metric nomenclature of Mexico, for 440 kilometers. Vast expanses of grazing land, pieces of desert, fruitful valleys, little towns, villages and good sized cities are all embraced in its confines.

General Terrazas is just past his 75th birthday, an event which was celebrated with great pomp and show throughout the city and state of Chihuahua. On account of his advancing years he has gradually relinquished the management of many of his interests to other members of his family.

A few years ago he gave up the office of governor of Chihuahua, which he had held for years, and secured the place for his son-in-law, Enriquez Z. Creel, a man of very much the same type as the former governor, and one who is ready to carry on the same policies in regard to the family estate and the political government.

A host of nephews, cousins and other relatives, many of them able financiers and business-men, are engaged in the various departments of the gigantic business, managing banks, directing the cattle raising, caring for grain interests or controlling the big mining properties.

The city of Chihuahua itself, with a population of 31,000, is within the ranch proper and practically all its business interests are under the domination of Terrazas, directly or indirectly. Two large ore smelters, an iron foundry, several cottonseed mills, a soap factory, a brewery and the banking-houses make up the principal business-houses of the place. Even the daily newspaper is edited and managed by a connection of Terrazas.

The Country's Dad. He never told a Bellamy story.—New York Mail.

FLAG WITH HISTORY WILL BE HOISTED

First Stars and Stripes That Waved Over Alaska Will be Used at the Yukon Exposition.

When the American flag is hoisted to the topmost tower of the Alaskan building at the completed Alaska-Yukon-Pacific Exposition at Seattle on opening day, June 1st, 1909, and the great ten million dollar world's fair is declared open by the President of the United States, no ordinary banner will be used. In fact, the flag whose stars and stripes first cast a shadow over the massive and beautiful buildings by Lake Washington will be the original American flag that was hoisted first over the district of Alaska when that empire was purchased by the United States.

Recently the discovery was made that the original flag with thirty-six stars was reposing in a vault at the offices of Dexter Horton & Co., of Seattle. It is the property of Edward Leudecke, of Wrangle.

The history of this flag is most interesting of Alaska, which country it is the purpose of the exposition to exploit. The treaty ceding Alaska to the United States was signed by Russia on March 30, 1867 and was ratified by the Senate May 27, the same year. Owing to the opposition in the country to the purchase, the House refused to pass the bill appropriating \$7,200,000 for its payment and the matter hung over till July 14th, 1868, when a compromise was reached whereby the appropriation was passed. However the United States in the meantime had gone ahead and ordered possession taken of the country and a body of American troops on a warship left San Francisco in the fall of 1867 for Sitka. They proceeded by the inside Channel first to Wrangle. At that point there were living a few Americans engaged in pioneer work. One of these was Edward Leudecke, who after forty years is still a resident of Wrangle. Leudecke, when the troops touched at that point, heard for the first time of the American purchase. Although the country was not then formally taken over by the United States he ran to the flagpole there and hoisted the American flag, and there it flew for many months. In the meantime the troops proceeded to Sitka then the capital and on October 18th, 1867, the Russian flag was pulled down and the American flag raised before the barracks and in the presence of a detachment of both Russian and American troops.

The flag of Leudecke floated till 1868 when the news of the admission of Nebraska to the Union was announced and then the flag with thirty-six stars was pulled down and another one with thirty-seven stars, was raised in its place. Leudecke, however, clung carefully to his flag and in 1905 turned the banner over to G. E. Rodman, an attorney of Wrangle, who sent it on to its present destination for safe keeping.

Leudecke is now seventy-two years of age and is strong and hearty. He remembers perfectly the first arrival of American there on being told that Alaska had been purchased from the Russians.

The flag will be used at the opening day ceremonies at the Alaska-Yukon-Pacific Exposition and after that will be exhibited in the Alaskan building.

Hoof Prints.

Nathan Straus is driving the trotter Bailey H. 2:10 3-4, and has cleaned up the New York speedway.

The American trotting registry will not recognize the performance of hopped pacers after this year.

"Eternity cup" was a misnomer. Its first winter's possession comes to hand in less time than a 60-day note.

Billy Andrews is to have Sweet Marie and will train her with his stable over the Glenville, Cleveland, track.

George F. Jackson of Toledo, O., intends to stake his two Glenwood M. 2:07 1-4, weanlings. Their dams were Gipsy Sphinx and Belle T.

Sixteen trotters and pacers owned by G. R. Holt, Indianapolis, several of them by Sidney Dillon, have been sent to Billings park, Memphis, in charge of Willard Saunders.

Remsen Robinson, L. R. Peck's fast matinee horse, who won a cup at the Gentlemen's club, Readville, last season, won the Angus Point cup, which Senator George M. Whitney presented the Providence club for competition.

John Shilling of Hartford, an old trainer of repute and well known all through the eastern country, died last week in a hospital in New York, where he had undergone an operation. He was an able trainer and driver, and in his time had had such good horses as Fanny Wilcox, 2:10 1-4, Rubber, 2:16, Metallas, 2:11, Billy A., 2:13 1-2, L. H. Chase, 2:14 1-4, Dodgeville, 2:14 3-4, and Midnight, 2:18 1-4. Found Wanting.

The London woman suffragists who were fined for disorderly conduct at a meeting have crushed the hope that the ladies would one day be the means of quieting excitement at the polls.—Washington Star.

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The new and powerful Iron Palace steamers, Newport News, Washington and Norfolk will leave daily as follows:

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Leave Portsmouth, foot of North street 5:00 p.m.
Leave Norfolk, foot of Water street 6:00 p.m.
Leave Old Point Comfort 7:00 p.m.
Arrive in Washington 7:00 a.m.
Arrive in Philadelphia, Penn. R. R. *10:50 a.m.
Arrive in Philadelphia, B. & O. R. R. *11:10 a.m.
Arrive in New York, Penn. R. R. 1:10 p.m.
O. R. R. *3:00 p.m.

SOUTHBOUND.
Lv. New York, Penn. R. R. 12:00 p.m.
Lv. New York, B. & O. R. R. *1:00 p.m.
Lv. Philadelphia, Penn. R. R. 2:55 p.m.
Lv. Phila., B. & O. R. R. 2:08 p.m.
Ar. Washington, Penn. R. R. 6:10 p.m.
Ar. Wash., B. & O. R. R. *6:30 p.m.
Lv. Washington *6:30 p.m.
Ar. Old Point Comfort *7:00 a.m.
Ar. Norfolk *8:00 a.m.
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SCHEDULE TO ALL POINTS SOUTH AND WEST.

N. B.—Following figures published only as information, and are not guaranteed:

Lv. Newport News: C. & O. Ry. [7:40 a.m.] [5:35 p.m.]
Ar. Norfolk [8:30 a.m.] [6:25 p.m.]

Trains from Norfolk.
8:00 a. m. Daily. Local for Suffolk, Franklin, Emporia, Clarksville, Danville, Oxford, Durham and Intermediate stations. Close connections at Danville with fast through trains to all points South and West.
7:30 p. m. Daily. Fast express train for all points South and West, carrying through Pullman sleeping car to Asheville.

Trains from Richmond.
7:00 a. m. Daily. Local for Charlottesville, Chase City, Clarksville.
11:15 a. m. Daily. Limited Buffet Pullman to Atlanta and Birmingham, New Orleans, Memphis, Chattanooga and all the South. Through coach for Chase City, Oxford, Durham and Raleigh.
6:00 p. m., except Sunday, Keysville local.
11:30 p. m., daily Limited Pullman, ready 9:30 p. m. for all the South. York River Line.
4:30 p. m.—Except Sunday. No. 10.—Baltimore Limited.
2:15 p. m.—Except Sunday. No. 10.—Local to West Point.
4:45 a. m.—Except Sunday. No. 74.—Local to West Point.
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Norfolk Ferry Schedule

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Leaves Ivy avenue pier for Pine Beach or Norfolk *6:45, *7:30, 9:00, 10:30 a. m., 12 m.; 1:30, 3:00, 4:30, 6:00, 7:30 and 9:00 p. m.

Leave Norfolk, 7:30, 9:00, 10:30 a. m. and 12:00 m.; 1:30, 3:00, 4:30, 6:00, 7:30 and 9:00 p. m.

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